



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: July 19, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Alon Bassok, Cliff Bates, Bari Bookout, Eric Candelaria, Terry Finn, Mike Sheehan, Bob Viggers

Guests Present: Christine Wolf (Port of Seattle), Dale Tabat (WSDOT), Thomas Noyes (WSDOT), Suzie Burke (NSIA, Fremont), Jim Tutton

City Staff Present: Charles Bookman, Tracy Krawczyk, Kristen Simpson, Ruth Harper (all SDOT)

1. Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

2. Public Comment

Warren Aakervik suggested that all read an article which appeared in the Ballard News Tribune, regarding bicycles and freight vehicles. He noted that it took much less time for freight vehicles to commute on highways versus on arterials, and there was no chance of hitting bicycles on highways. The article is available here:

<http://www.ballardnewstribune.com/2011/07/08/features/riding-reporter-ballard-bikes-vs-freight-deba>

3. Approval of Minutes

Warren Aakervik made a motion, and Mike Sheehan seconded, to approve both the May and June meeting minutes. Warren noted that it would be useful to include follow up responses to questions and comments posed at meetings in that meeting's minutes.

4. Chair's Report and Announcements

Alon Bassok chaired the meeting and reported that he and Anne Goodchild met with the chairs of the bike and pedestrian boards during the prior week. The chairs agreed that it is generally preferable to hear about projects as soon as possible, and that they want to better understand what type of board feedback is most useful to the city. Alon reported that funding for a freight plan was included in the CTAC III recommendation that will go to City Council.

5. WSDOT Freight Plan

Barbara Ivanov from the Washington State Department of Transportation gave an overview of freight planning at the state level. WSDOT is required by state law to

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996

Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180

Web: www.seattle.gov/sfab/

An equal opportunity employer. Accommodations for people with disabilities provided on request.

develop a freight mobility plan for the state. The latest plan was developed in 2006, and the current update is being developed without any additional funding.

The state legislature has established transportation policy goals for a Washington State Freight Mobility Plan. The plan must address:

- economic vitality
- mobility
- safety
- environment.

The plan will support policies in the 2030 Washington Transportation Plan (WTP), and will focus on performance-based programs.

The objectives of the state freight mobility plan are:

- improve freight benefit/cost methodology to evaluate and prioritize state truck highway and truck intermodal improvement proposals
- integrate the findings from above with other state transportation modal plans
- prioritize freight improvement strategies to support: urban goods movement systems, Washington's competitive position as a Global Gateway to the nation, and rural economies.

The plan includes 14 separate tasks: work began in 2010 and the plan is scheduled to be completed in 2013.

A copy of the presentation, which includes a list of the tasks and a schedule for completion of the Plan, is available here:

<http://www.seattle.gov/sfab/documents.htm>

The website for the WSDOT Freight Mobility Plan is:

<http://www.wsdot.wa.gov/Freight/freightmobilityplan>

Comments from the Board/guests include:

- Outcome of the plan is an important factor, including what it says about the connectors at the end.
- Corridors must be considered when funding projects, and the criteria for defining a corridor should be clear
- The congestion at the end of the roads is often in the cities so the plan needs to address what happens at the city end of the trip.
- Do various governments get together and talk about these plans? A: Yes, planning efforts are integrated. Technical teams and freight advisory groups can help.
- Average user doesn't know where one public sector entity starts/finishes.
- A section of SR 99 that is important to the BINMIC area is not included right now.
- Are there maps of bottlenecks at various hours of the day? A: Yes, Task 8 analyzes the worst bottlenecks.

- For TIGER funding in October...are these projects already identified? A: Yes, and one of the goals of the plan is to be prepared for future funding when it is available.
- Does WSDOT have any control of parts of highways in cities? A: There are specific agreements about maintenance and operations, but in general for projects to move forward the city and WSDOT need to be in agreement and there needs to be evidence that the region in general recognizes that a particular highway needs improvement if there is to be state or regional funding.

6. Puget Sound Regional Council's Freight Strategy

Sean Ardussi from the Puget Sound Regional Council (PSRC) described how freight planning is integrated into the transportation planning process at PSRC. PSRC is designated as the federal metropolitan planning organization (MPO) and the state regional transportation planning organization (RTPO).

Goods movement in Puget Sound happens in a multimodal fashion (marine, rail, truck, air). PSRC has developed a Freight Action Strategy (FAST) Corridor: this is a partnership of 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests intended to solve freight mobility problems with coordinated solutions. The 26 FAST partners have combined funds to prioritize solving freight transportation challenges where no single entity owns the problem.

A Regional Freight Mobility Roundtable also exists. It includes representatives from all modes of transportation as well as governmental representatives, and representatives from labor and industry. The roundtable group:

- frames issues of concern to the freight community and serves as advocate for policies and improvements to freight and goods mobility;
- participates in the transportation planning and investment decision processes;
- reviews data and information;
- educates policy makers about the significance of freight mobility to the continued growth of the regional economy; and
- serves as the sounding board for the sponsors and all participant organizations on freight concerns and issues.

Transportation 2040 is a plan that was adopted in May 2010; it includes a regional freight strategy. It also makes recommendations framed around the major issues identified in the Transportation 2040 process. Those issues are: congestion and mobility, economy, environment, land use, planning and analysis, preservation and maintenance, safety and security and sustainable funding.

A board member asked how PSRC influences the "last mile" of corridors? A: Transportation projects that meet the criteria of serving MIC centers are eligible for funding.

A copy of the presentation is available here:
<http://www.seattle.gov/sfab/documents.htm>

The website for PSRC Freight Mobility Program is:
<http://psrc.org/transportation/freight/>

7. Smart Growth and Goods Movement Research Project

Dan Carlson of the University of Washington discussed a current research project he is undertaking in collaboration with PSRC, which is funded by the Transportation Research Board (TRB).

Smart growth is the opposite of segregation of land use. The idea is to have the best possible use of scarce land resources. This research project asks: How does this work in practice? In particular, how does this impact freight and goods movement?

In practicality, growing metropolitan regions cannot meet all the demands for their roadways. Strategies must be developed for dealing with these challenges, such as right-sizing equipment. Space must be designed carefully so that trucks can access their destinations. Limited resources must be shared. For example, in Philadelphia, curbspace is used only for loading before 10am, after that, it is used as parking for private vehicles. Generally, we need to better use the full 24 hours in a day. We need to rethink manufacturing in a dense urban environment. There *may* be room to do things differently.

Board members emphasized that we need to protect the major truck routes that lead to ports, warehouses, etc. In terms of using facilities 24 hours/day, deliveries can be noisy and residents object to excess noise at night. Dan spoke about using different materials and trucks which could be quieter. There are also economies of scale that must be considered when expanding operations into longer hours.

A summary of the project objective and tasks can be found at:
<http://144.171.11.40/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2920>

The study should be complete in March 2012. Additional information will be available online as the project progresses.

8. Adjournment

The meeting adjourned at 11:30am. The next meeting is scheduled for August 16, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.